

In the claims:

1. (currently amended) An adjusting device (10) for motorized movement of a safety belt (12) in a motor vehicle, having a transmission (22) that is contained in a transmission housing (20) and is equipped with ~~a drive pinion~~ a drive pinion (52); the drive pinion (52) meshes with a toothed rack (26), which is able to slide in the longitudinal direction (64) through a guide element (28) of the adjusting device (10), wherein the transmission housing (20) has a through bore (82) through which a bolt (80) affixed to the vehicle body is able to pass in order to fasten the adjusting device (10) in place, wherein the through bore (82) passes axially through the drive pinion (52).

Claim 2 cancelled.

3. (currently amended) An adjusting device (10) for motorized movement of a safety belt (12) in a motor vehicle, having a transmission (22) that is contained in a transmission housing (20) and is equipped with a drive pinion (52); the drive pinion (52) meshes with a toothed rack (26), which is able to slide in the longitudinal direction (64) through a guide element (28) of the adjusting device (10), wherein the transmission housing (20) has a through bore (82) through which a bolt (80) affixed to the vehicle body is able to pass in order to fasten the

~~adjusting device (10) in place. The adjusting device (10) as recited in one of claims 1 or 2, wherein the drive pinion (52) is embodied as integrally joined to an axially offset worm gear (50) through which the through bore (82) likewise passes axially.~~

4. (previously presented) The adjusting device (10) as recited in claim 1, wherein the drive pinion (52) and the worm gear (50) are supported radially in the transmission housing (20) by means of at least one outer circumference surface (90).

5. (currently amended) The adjusting device (10) as recited in claim 1, wherein the transmission housing (20) has at least two axial stop surfaces (87, 88) that support the drive pinion (52) and ~~thea~~ worm gear (50) axially.

6. (previously presented) The adjusting device (10) as recited in claim 1, wherein the transmission housing (20) has a base body (56) and a transmission cover (58) that are attachable to each other and are manufactured out of plastic – in particular by means of the injection molding process.

7. (previously presented) The adjusting device (10) as recited in claim 1, wherein the guide element (28) is an integral component of the transmission housing (20).

8. (currently amended) An adjusting device (10) for motorized movement of a safety belt (12) in a motor vehicle, having a transmission (22) that is contained in a transmission housing (20) and is equipped with a drive pinion (52); the drive pinion (52) meshes with a toothed rack (26), which is able to slide in the longitudinal direction (64) through a guide element (28) of the adjusting device (10), wherein the transmission housing (20) has a through bore (82) through which a bolt (80) affixed to the vehicle body is able to pass in order to fasten the adjusting device (10) in place. The adjusting device (10) as recited in claim 1, wherein the worm gear (50) is operationally connected via a worm shaft (48, 46) to an electric motor (18) that is connected to the transmission housing (20).

9. (currently amended) A fastening device configured for fastening the () for a belt hand-over, wherein a bolt (80) affixed to the vehicle body passes through a through bore (82) that is provided in a transmission housing (20) of an adjusting device (10) for motorized movement of a safety belt (12) in a motor vehicle, having a transmission (22) that is contained in a transmission housing (20) and is equipped with

a drive pinion (52); the drive pinion (52) meshes with a toothed rack (26), which is able to slide in the longitudinal direction (64) through a guide element (28) of the adjusting device (10), wherein the transmission housing (20) has a through bore (82) through which a bolt (80) affixed to the vehicle body is able to pass in order to fasten the adjusting device (10) in place wherein the through bore (82) passes axially through the drive pinion (52) – in particular as recited in claim 1.

10. (currently amended) The fastening device (11) as recited in claim 9, wherein the transmission housing (20) is rotatably supported in rotary fashion on the bolt (80) affixed to the vehicle body.

11. (previously presented) The fastening device (11) as recited in claims 9, wherein after the adjusting device (10) is mounted on the bolt (80) affixed to the vehicle body, the adjusting device (10) is axially fixed by means of a retaining element (84) – in particular by means of a threaded nut (84) that is placed onto a thread of the bolt (80) affixed to the vehicle body.

12. (currently amended) The fastening device (11) as recited in claim 9, wherein in order to align thean angular position of the adjusting device (10), the adjusting device has a contact surface (92) that cooperates with a corresponding counterpart contact surface (93) that is

fixed in relation to the vehicle body and in particular, is situated on another pin (86) affixed to the vehicle body.

13. (currently amended) A method for attaching an adjusting device (10) for motorized movement of a safety belt (12) in a motor vehicle, ~~in particular as recited in claim 1, in which the adjusting device (10) has a transmission (22) with a transmission housing (20), wherein first, comprising the steps of attaching a bolt (80) is attached to a vehicle body (15) of the motor vehicle, then sliding the adjusting device (10), which is equipped with ~~at the~~ through bore (82) that passes through the transmission (22) and the transmission housing (20), is slid onto the bolt (80), and then axially fixing the adjusting device (10) is axially fixed to the bolt with a retaining element (84).~~

14. (new) The adjusting device as recited in claim 1, further comprising a guide element (24) configured as a separate component, wherein the drive pinion (52) is located outside the transmission housing (20).